

INSURANCE.
J. L. LATHROP & SONS
continue to issue insurance on Mer-
candise, Dwellings and Farm Property
in the strongest companies at low rates.
Give us a call before placing your
business elsewhere.
28 Shattuck Street, Norwich, Conn.
marildaw

NEW LONDON COUNTY
MUTUAL FIRE INSURANCE CO.,
of Norwich, Conn.
ESTABLISHED 1840.
Statement January 1, 1909:
Assets \$250,517.78
Surplus \$100,121.72
Total Income \$60,264.70
Losses Paid Since Organiza-
tion \$60,262.54

President—H. H. Gallup.
Secretary—W. F. Lester.
Treas. and Asst. Sec'y,
William H. Prothero.
This company is now accepting lines
of insurance on approved local risks,
either farm or protected property, di-
rect through any Agency under the
jurisdiction of the Norwich Board of
Underwriters.

HOME OFFICE:
28 Shattuck Street, Norwich, Conn.
marildaw

The Hartford
Fire Insurance Co.
Paid all its losses by
the late Shannon fire.
\$25,601.71,
Cash Without Discount
MORAL:
"Insure with the Hartford."
Cash assets, \$20,434,816.61.

John F. Parker,
LOCAL AGENT,
Office with N. S. Gilbart & Sons,
Second Floor, 141 Main St.
Telephone 394.

Fuller's
Insurance
Agency
The New London County Mutual
Fire Insurance Company.

Under the NEW MANAGEMENT of
this Company it gives me pleasure to
announce to my customers that I am
authorized to insure the better class of
both city and FARM PROPERTY upon
the most favorable terms.
Uniform Rates will be charged to all.
All LOSSES will receive fair and
honorable attention.

JAMES E. FULLER,
General Insurance Agent,
marildaw No. 161 Main Street.

N. TARRANT & CO.,
117 MAIN STREET.
Fire, Accident, Health,
Liability, Plate Glass
and Steam Boiler ...
INSURANCE

Norwich Union Fire Insurance Society,
U. S.
Assets \$2,759,422.10
Western Assurance Co., U. S.
Assets \$2,397,608.00.
Rec'd 116

ATTORNEYS AT LAW.
AMOS A. BROWNING,
Attorney-at-Law, 3 Richards Bldg.
Phone 205.

BROWN & PERKINS, Attorneys at Law
ever First Nat. Bank, Shattuck St. Entrance
Starway, next to Thames Nat. Bank.
Tel. 127-2.

F. N. Gilfillan
PHONE 302. PHONE 342.
STOCKS, BONDS AND COTTON.
Room 4 - Bill Block

Correspondent
JOHN DICKINSON & CO.
(Established 1895.)
42 Broadway, New York.
Members Consolidated Stock Ex-
change, N. Y. Chicago Board of Trade.
Direct private wire to floor of Exchange
CURB STOCKS A SPECIALTY.
Jan 25d

A. W. BURNHAM,
... Eye Specialist
Twenty-five years experience in fit-
ting Glasses to the Most Difficult Eyes,
permanently located at 257 Main St.,
Norwich, Ct. Satisfaction guaranteed.
Office hours, 2 to 5 p. m. Jan 24d

PAINTING! PAINTING!
That is our business and now is the
time to have it done. We will be glad
to give you estimates and our work
will be done in a first-class manner at
a reasonable figure. Give us a trial
order.
BROWN & ROGERS, 27 Chestnut St.
marildaw

Cambridge a Favorite for Classic Race

**With Oxford on Thames Today—Longboat Picked for
Marathon—Rain May Interfere—Morningstar, Un-
beaten in Billiards, is Champion—Westerly Duckpin
Team Skipped Date.**

London, April 2.—Wretched weather
during the earlier weeks of the year
and continual changes in the crews as
a result of illness among the members
have somewhat lessened the interest
in the annual boat race between
Oxford and Cambridge to be rowed
over the Putney to Mortlake course
tomorrow. Since the crews arrived at
Putney, however, and as they have
shown in their full course trial, the
enthusiasm has been revived and the
weather being favorable a great crowd will
line the Thames banks on Saturday.
The hour set for the race, about 12.30,
is rather inconvenient, but when English-
men are really interested in a sporting
event they generally find time to see it.

Oxford Has Made Record Time.
Thus far Oxford has made the best
time in practice, covering the full
course on March 16 in the record time
of 18 minutes 21 seconds, the previous
record being 18 minutes 47 seconds,
made by Oxford in 1893, and equalled
by Cambridge in 1907. The best time
made by Cambridge in practice was 19
minutes 2 seconds, but this was done
on the occasion of their first trial.

Cambridge Has Veteran Stroke.
These times should have made Ox-
ford the favorite in the betting, the
followers of rowing have great confi-
dence in D. C. R. Stewart, the Cam-
bridge stroke, who has held the present
position for three years in succession.
He stroked his crew to victory in the
race against Harvard in 1906. He has
behind him only a few years away from
his last year's crew—R. W. M. Arbut-
not, bow; H. E. Kitching, 4, and E. G.
Williams, 5.

The full Cambridge crew follows:
Bow, R. W. M. Arbutnot, 141 1-2
pounds; 2, H. E. Swanton, 174 pounds;
3, C. L. Thompson, 174 pounds; 4, F. E.
Kitching, 181 1-2 pounds; 5, E. G. Wil-
liams, 183 1-2 pounds; 6, J. B. Rocher,
186 1-2 pounds; 7, E. B. Horridge, 192
pounds; 8, Stuart, 192 pounds; 9, R. W.
M. Arbutnot, 192 pounds; coxswain, G. D.
Donkin, 152 pounds.

The Cambridge crew, unlike the Ox-
ford men, five of whom had their first
lesson in rowing at Eton, come from
various schools, and it has been there-
fore somewhat harder to get them to
work together. Changes in the earlier
stages of training also counted against
them.

Changes in Oxford Crew.
Oxford was even more unfortunate,
the changes in her crew having to be
made much later, and only within the
last four weeks did the new men had to
be put in the boat. C. A. Gladstone,
who was to have rowed bow, was fore-
sighted by his doctor to continue row-
ing. Fortunately his brother, A. C.
Gladstone, who stroked the crew the
last two years, was available, and took
the position. Another man, F. W.
Newman, had to quit the boat at the
same time as Gladstone. Again an old
blow, A. G. Kirby, was ready to fill the
gap.

The full Oxford crew follows: Bow,
A. C. Gladstone, 181 pounds; 2, H. R.
Jaxley, 171 pounds; 3, C. R. Carter,
173 pounds; 4, A. S. Carter, 183 1-2
pounds; 5, D. Mackinnon, 186 pounds;
6, J. A. Gillan, 183 1-2 pounds; 7, A.
Kirby, 192 1-2 pounds; 8, R. C. Bourne,
192 pounds; coxswain, A. W. F.
Donkin, 150 pounds.

With the exception of Bourne, Mac-
kinnon and Garton, all of the men have
rowed in previous big races.
There have been no training fads
this year. The men of both crews have
depended upon their work on the river,
combined with the simple life and fair-
ly ordinary diet.

Much will depend upon the condi-
tion of the water tomorrow. If it is
rough Oxford is considered to have no
great chance, if smooth, fast time and
one of the best finishes of modern
times is anticipated.

The Cambridge crew is superior in
starting and counts upon rubbing out
at the signal with a 12nd good enough
to win the race. The present Oxford
crew is the most powerful ever seen
since the university rowed the Putney
Mortlake course. Cambridge is the
two to one favorite on account of their
finished craftsmanship.

BEARS TAKE UPPER HAND.
Market Recedes on Comparatively
Light Transactions—Margins Uncover-
ed.
New York, April 2.—The bears got
the upper hand today in the contest
which has been waged on each suc-
cessive day this week in the stock
market. The professional trading el-
ement on the floor of the stock exchange
has been distrustful of the rise in
prices, and has "felt for the top" con-
stantly by putting out short contracts.
Previous to today they have been forced
to cover shorts later at a loss, divi-
ded in by the substantial resistance of
the market to depression. Extensive
profit taking sales have gone on each
day hand in hand with the professional
bear riding, and the realization that
accomplished left less motive for sup-
porting prices, as has been done with
skill and success by the concerted op-
erations for the rise during the ad-
vance. Sold-out bulls were thus added
to the bears in the willingness to see
prices fall. The trend of the market
was not determined until after the first
hour, the absorptive power being still
manifest at that time, when the large
selling orders seemed to be met by al-
most equally heavy buying. After a
period of quietude the market then
began to recede on comparatively light
transactions, thus demanding the with-
drawal of support. While liquidation
was not urgent with the beginning of
this week, the decline of the decline
began to dislodge stop loss orders and
to uncover margins, which brought out
large additional selling orders. The
reaction was as much lacking in de-
litate news to account for it as has been
the week's advance. The most effective
argument of the bears was the rise
had proceeded far enough to call for
reaction in the normal progress of a
speculative movement. The reduction
of the long account by realizing sales,
the casting of stocks from strong to
weak hands, the vulnerability of a
market to attack with the building up
of the week has followed and the im-
provement to result from shaking off
the weak bulls by a dip in prices were
all heard as arguments in the techni-
cal discussion of the market. Bonds
were irregular. Total sales, par value,
\$3,336,000. United States bonds were
unchanged on call.

STOCKS.
Railroad—American Express, 104 1/2; 105 1/2; 106 1/2; 107 1/2; 108 1/2; 109 1/2; 110 1/2; 111 1/2; 112 1/2; 113 1/2; 114 1/2; 115 1/2; 116 1/2; 117 1/2; 118 1/2; 119 1/2; 120 1/2; 121 1/2; 122 1/2; 123 1/2; 124 1/2; 125 1/2; 126 1/2; 127 1/2; 128 1/2; 129 1/2; 130 1/2; 131 1/2; 132 1/2; 133 1/2; 134 1/2; 135 1/2; 136 1/2; 137 1/2; 138 1/2; 139 1/2; 140 1/2; 141 1/2; 142 1/2; 143 1/2; 144 1/2; 145 1/2; 146 1/2; 147 1/2; 148 1/2; 149 1/2; 150 1/2; 151 1/2; 152 1/2; 153 1/2; 154 1/2; 155 1/2; 156 1/2; 157 1/2; 158 1/2; 159 1/2; 160 1/2; 161 1/2; 162 1/2; 163 1/2; 164 1/2; 165 1/2; 166 1/2; 167 1/2; 168 1/2; 169 1/2; 170 1/2; 171 1/2; 172 1/2; 173 1/2; 174 1/2; 175 1/2; 176 1/2; 177 1/2; 178 1/2; 179 1/2; 180 1/2; 181 1/2; 182 1/2; 183 1/2; 184 1/2; 185 1/2; 186 1/2; 187 1/2; 188 1/2; 189 1/2; 190 1/2; 191 1/2; 192 1/2; 193 1/2; 194 1/2; 195 1/2; 196 1/2; 197 1/2; 198 1/2; 199 1/2; 200 1/2; 201 1/2; 202 1/2; 203 1/2; 204 1/2; 205 1/2; 206 1/2; 207 1/2; 208 1/2; 209 1/2; 210 1/2; 211 1/2; 212 1/2; 213 1/2; 214 1/2; 215 1/2; 216 1/2; 217 1/2; 218 1/2; 219 1/2; 220 1/2; 221 1/2; 222 1/2; 223 1/2; 224 1/2; 225 1/2; 226 1/2; 227 1/2; 228 1/2; 229 1/2; 230 1/2; 231 1/2; 232 1/2; 233 1/2; 234 1/2; 235 1/2; 236 1/2; 237 1/2; 238 1/2; 239 1/2; 240 1/2; 241 1/2; 242 1/2; 243 1/2; 244 1/2; 245 1/2; 246 1/2; 247 1/2; 248 1/2; 249 1/2; 250 1/2; 251 1/2; 252 1/2; 253 1/2; 254 1/2; 255 1/2; 256 1/2; 257 1/2; 258 1/2; 259 1/2; 260 1/2; 261 1/2; 262 1/2; 263 1/2; 264 1/2; 265 1/2; 266 1/2; 267 1/2; 268 1/2; 269 1/2; 270 1/2; 271 1/2; 272 1/2; 273 1/2; 274 1/2; 275 1/2; 276 1/2; 277 1/2; 278 1/2; 279 1/2; 280 1/2; 281 1/2; 282 1/2; 283 1/2; 284 1/2; 285 1/2; 286 1/2; 287 1/2; 288 1/2; 289 1/2; 290 1/2; 291 1/2; 292 1/2; 293 1/2; 294 1/2; 295 1/2; 296 1/2; 297 1/2; 298 1/2; 299 1/2; 300 1/2; 301 1/2; 302 1/2; 303 1/2; 304 1/2; 305 1/2; 306 1/2; 307 1/2; 308 1/2; 309 1/2; 310 1/2; 311 1/2; 312 1/2; 313 1/2; 314 1/2; 315 1/2; 316 1/2; 317 1/2; 318 1/2; 319 1/2; 320 1/2; 321 1/2; 322 1/2; 323 1/2; 324 1/2; 325 1/2; 326 1/2; 327 1/2; 328 1/2; 329 1/2; 330 1/2; 331 1/2; 332 1/2; 333 1/2; 334 1/2; 335 1/2; 336 1/2; 337 1/2; 338 1/2; 339 1/2; 340 1/2; 341 1/2; 342 1/2; 343 1/2; 344 1/2; 345 1/2; 346 1/2; 347 1/2; 348 1/2; 349 1/2; 350 1/2; 351 1/2; 352 1/2; 353 1/2; 354 1/2; 355 1/2; 356 1/2; 357 1/2; 358 1/2; 359 1/2; 360 1/2; 361 1/2; 362 1/2; 363 1/2; 364 1/2; 365 1/2; 366 1/2; 367 1/2; 368 1/2; 369 1/2; 370 1/2; 371 1/2; 372 1/2; 373 1/2; 374 1/2; 375 1/2; 376 1/2; 377 1/2; 378 1/2; 379 1/2; 380 1/2; 381 1/2; 382 1/2; 383 1/2; 384 1/2; 385 1/2; 386 1/2; 387 1/2; 388 1/2; 389 1/2; 390 1/2; 391 1/2; 392 1/2; 393 1/2; 394 1/2; 395 1/2; 396 1/2; 397 1/2; 398 1/2; 399 1/2; 400 1/2; 401 1/2; 402 1/2; 403 1/2; 404 1/2; 405 1/2; 406 1/2; 407 1/2; 408 1/2; 409 1/2; 410 1/2; 411 1/2; 412 1/2; 413 1/2; 414 1/2; 415 1/2; 416 1/2; 417 1/2; 418 1/2; 419 1/2; 420 1/2; 421 1/2; 422 1/2; 423 1/2; 424 1/2; 425 1/2; 426 1/2; 427 1/2; 428 1/2; 429 1/2; 430 1/2; 431 1/2; 432 1/2; 433 1/2; 434 1/2; 435 1/2; 436 1/2; 437 1/2; 438 1/2; 439 1/2; 440 1/2; 441 1/2; 442 1/2; 443 1/2; 444 1/2; 445 1/2; 446 1/2; 447 1/2; 448 1/2; 449 1/2; 450 1/2; 451 1/2; 452 1/2; 453 1/2; 454 1/2; 455 1/2; 456 1/2; 457 1/2; 458 1/2; 459 1/2; 460 1/2; 461 1/2; 462 1/2; 463 1/2; 464 1/2; 465 1/2; 466 1/2; 467 1/2; 468 1/2; 469 1/2; 470 1/2; 471 1/2; 472 1/2; 473 1/2; 474 1/2; 475 1/2; 476 1/2; 477 1/2; 478 1/2; 479 1/2; 480 1/2; 481 1/2; 482 1/2; 483 1/2; 484 1/2; 485 1/2; 486 1/2; 487 1/2; 488 1/2; 489 1/2; 490 1/2; 491 1/2; 492 1/2; 493 1/2; 494 1/2; 495 1/2; 496 1/2; 497 1/2; 498 1/2; 499 1/2; 500 1/2; 501 1/2; 502 1/2; 503 1/2; 504 1/2; 505 1/2; 506 1/2; 507 1/2; 508 1/2; 509 1/2; 510 1/2; 511 1/2; 512 1/2; 513 1/2; 514 1/2; 515 1/2; 516 1/2; 517 1/2; 518 1/2; 519 1/2; 520 1/2; 521 1/2; 522 1/2; 523 1/2; 524 1/2; 525 1/2; 526 1/2; 527 1/2; 528 1/2; 529 1/2; 530 1/2; 531 1/2; 532 1/2; 533 1/2; 534 1/2; 535 1/2; 536 1/2; 537 1/2; 538 1/2; 539 1/2; 540 1/2; 541 1/2; 542 1/2; 543 1/2; 544 1/2; 545 1/2; 546 1/2; 547 1/2; 548 1/2; 549 1/2; 550 1/2; 551 1/2; 552 1/2; 553 1/2; 554 1/2; 555 1/2; 556 1/2; 557 1/2; 558 1/2; 559 1/2; 560 1/2; 561 1/2; 562 1/2; 563 1/2; 564 1/2; 565 1/2; 566 1/2; 567 1/2; 568 1/2; 569 1/2; 570 1/2; 571 1/2; 572 1/2; 573 1/2; 574 1/2; 575 1/2; 576 1/2; 577 1/2; 578 1/2; 579 1/2; 580 1/2; 581 1/2; 582 1/2; 583 1/2; 584 1/2; 585 1/2; 586 1/2; 587 1/2; 588 1/2; 589 1/2; 590 1/2; 591 1/2; 592 1/2; 593 1/2; 594 1/2; 595 1/2; 596 1/2; 597 1/2; 598 1/2; 599 1/2; 600 1/2; 601 1/2; 602 1/2; 603 1/2; 604 1/2; 605 1/2; 606 1/2; 607 1/2; 608 1/2; 609 1/2; 610 1/2; 611 1/2; 612 1/2; 613 1/2; 614 1/2; 615 1/2; 616 1/2; 617 1/2; 618 1/2; 619 1/2; 620 1/2; 621 1/2; 622 1/2; 623 1/2; 624 1/2; 625 1/2; 626 1/2; 627 1/2; 628 1/2; 629 1/2; 630 1/2; 631 1/2; 632 1/2; 633 1/2; 634 1/2; 635 1/2; 636 1/2; 637 1/2; 638 1/2; 639 1/2; 640 1/2; 641 1/2; 642 1/2; 643 1/2; 644 1/2; 645 1/2; 646 1/2; 647 1/2; 648 1/2; 649 1/2; 650 1/2; 651 1/2; 652 1/2; 653 1/2; 654 1/2; 655 1/2; 656 1/2; 657 1/2; 658 1/2; 659 1/2; 660 1/2; 661 1/2; 662 1/2; 663 1/2; 664 1/2; 665 1/2; 666 1/2; 667 1/2; 668 1/2; 669 1/2; 670 1/2; 671 1/2; 672 1/2; 673 1/2; 674 1/2; 675 1/2; 676 1/2; 677 1/2; 678 1/2; 679 1/2; 680 1/2; 681 1/2; 682 1/2; 683 1/2; 684 1/2; 685 1/2; 686 1/2; 687 1/2; 688 1/2; 689 1/2; 690 1/2; 691 1/2; 692 1/2; 693 1/2; 694 1/2; 695 1/2; 696 1/2; 697 1/2; 698 1/2; 699 1/2; 700 1/2; 701 1/2; 702 1/2; 703 1/2; 704 1/2; 705 1/2; 706 1/2; 707 1/2; 708 1/2; 709 1/2; 710 1/2; 711 1/2; 712 1/2; 713 1/2; 714 1/2; 715 1/2; 716 1/2; 717 1/2; 718 1/2; 719 1/2; 720 1/2; 721 1/2; 722 1/2; 723 1/2; 724 1/2; 725 1/2; 726 1/2; 727 1/2; 728 1/2; 729 1/2; 730 1/2; 731 1/2; 732 1/2; 733 1/2; 734 1/2; 735 1/2; 736 1/2; 737 1/2; 738 1/2; 739 1/2; 740 1/2; 741 1/2; 742 1/2; 743 1/2; 744 1/2; 745 1/2; 746 1/2; 747 1/2; 748 1/2; 749 1/2; 750 1/2; 751 1/2; 752 1/2; 753 1/2; 754 1/2; 755 1/2; 756 1/2; 757 1/2; 758 1/2; 759 1/2; 760 1/2; 761 1/2; 762 1/2; 763 1/2; 764 1/2; 765 1/2; 766 1/2; 767 1/2; 768 1/2; 769 1/2; 770 1/2; 771 1/2; 772 1/2; 773 1/2; 774 1/2; 775 1/2; 776 1/2; 777 1/2; 778 1/2; 779 1/2; 780 1/2; 781 1/2; 782 1/2; 783 1/2; 784 1/2; 785 1/2; 786 1/2; 787 1/2; 788 1/2; 789 1/2; 790 1/2; 791 1/2; 792 1/2; 793 1/2; 794 1/2; 795 1/2; 796 1/2; 797 1/2; 798 1/2; 799 1/2; 800 1/2; 801 1/2; 802 1/2; 803 1/2; 804 1/2; 805 1/2; 806 1/2; 807 1/2; 808 1/2; 809 1/2; 810 1/2; 811 1/2; 812 1/2; 813 1/2; 814 1/2; 815 1/2; 816 1/2; 817 1/2; 818 1/2; 819 1/2; 820 1/2; 821 1/2; 822 1/2; 823 1/2; 824 1/2; 825 1/2; 826 1/2; 827 1/2; 828 1/2; 829 1/2; 830 1/2; 831 1/2; 832 1/2; 833 1/2; 834 1/2; 835 1/2; 836 1/2; 837 1/2; 838 1/2; 839 1/2; 840 1/2; 841 1/2; 842 1/2; 843 1/2; 844 1/2; 845 1/2; 846 1/2; 847 1/2; 848 1/2; 849 1/2; 850 1/2; 851 1/2; 852 1/2; 853 1/2; 854 1/2; 855 1/2; 856 1/2; 857 1/2; 858 1/2; 859 1/2; 860 1/2; 861 1/2; 862 1/2; 863 1/2; 864 1/2; 865 1/2; 866 1/2; 867 1/2; 868 1/2; 869 1/2; 870 1/2; 871 1/2; 872 1/2; 873 1/2; 874 1/2; 875 1/2; 876 1/2; 877 1/2; 878 1/2; 879 1/2; 880 1/2; 881 1/2; 882 1/2; 883 1/2; 884 1/2; 885 1/2; 886 1/2; 887 1/2; 888 1/2; 889 1/2; 890 1/2; 891 1/2; 892 1/2; 893 1/2; 894 1/2; 895 1/2; 896 1/2; 897 1/2; 898 1/2; 899 1/2; 900 1/2; 901 1/2; 902 1/2; 903 1/2; 904 1/2; 905 1/2; 906 1/2; 907 1/2; 908 1/2; 909 1/2; 910 1/2; 911 1/2; 912 1/2; 913 1/2; 914 1/2; 915 1/2; 916 1/2; 917 1/2; 918 1/2; 919 1/2; 920 1/2; 921 1/2; 922 1/2; 923 1/2; 924 1/2; 925 1/2; 926 1/2; 927 1/2; 928 1/2; 929 1/2; 930 1/2; 931 1/2; 932 1/2; 933 1/2; 934 1/2; 935 1/2; 936 1/2; 937 1/2; 938 1/2; 939 1/2; 940 1/2; 941 1/2; 942 1/2; 943 1/2; 944 1/2; 945 1/2; 946 1/2; 947 1/2; 948 1/2; 949 1/2; 950 1/2; 951 1/2; 952 1/2; 953 1/2; 954 1/2; 955 1/2; 956 1/2; 957 1/2; 958 1/2; 959 1/2; 960 1/2; 961 1/2; 962 1/2; 963 1/2; 964 1/2; 965 1/2; 966 1/2; 967 1/2; 968 1/2; 969 1/2; 970 1/2; 971 1/2; 972 1/2; 973 1/2; 974 1/2; 975 1/2; 976 1/2; 977 1/2; 978 1/2; 979 1/2; 980 1/2; 981 1/2; 982 1/2; 983 1/2; 984 1/2; 985 1/2; 986 1/2; 987 1/2; 988 1/2; 989 1/2; 990 1/2; 991 1/2; 992 1/2; 993 1/2; 994 1/2; 995 1/2; 996 1/2; 997 1/2; 998 1/2; 999 1/2; 1000 1/2; 1001 1/2; 1002 1/2; 1003 1/2; 10